

B. F. TAYLOR,
Stevedore.

Lighters and Steam Launches
Supplied.
ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS
ORIENTAL AGENCY.
Sole Agents for the
UNITED ASBESTOS COM-
PANY, LTD., LONDON.
DODWELL & CO., LIMITED,
General Managers.

NEW SERIES No. 1444. 日五十一月正年六十二緒光 WEDNESDAY, FEBRUARY 14, 1900. 三拜禮 號四十月二英港香

THIRY DOLLARS
PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1860.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP 12,000,000
CAPITAL UNCALLED 12,000,000
RESERVE FUND 7,500,000

Head Office—YOKOHAMA.
Branches and Agencies—KOBE, LONDON, NEW YORK, HONOLULU, SHANGHAI, NEWCHWANG.
TOKIO, NAGASAKI, LYONS, SAN FRANCISCO, BOMBAY, TIENTSIN, SHANGHAI, NEWCHWANG.
THE LONDON JOINT STOCK BANK, LTD.
THE UNION BANK OF LONDON, LTD.
HONGKONG AGENCY—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
" " 4 "
" " 3 "
" " 3 "
" S. CHÖH, Hongkong Manager.

Hongkong, 4th January, 1900. [11]

HONGKONG AND SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$11,000,000
RESERVE LIABILITY OF PROP'TORS \$10,000,000

COURT OF DIRECTORS:
R. M. GRAY, Esq., Chairman.
N. A. SHEETS, Esq., Deputy Chairman.
David Meyer Moses, Esq.
E. Goetz, Esq. A. J. Raymond, Esq.
A. Haupt, Esq. R. L. Richardson, Esq.
The Hon. J. J. Kewick, P. Sachse, Esq.
A. McConachie, Esq. R. Shewan, Esq.

CHIEF MANAGER:
Hongkong—Sir THOMAS JACKSON.
MANAGER:
Shanghai—J. P. WADE GARDNER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 3% per cent. per Annum.
For 6 months, 3% per cent. per Annum.
For 12 months, 4% per cent. per Annum.

THOMAS JACKSON,
Chief Manager.

Hongkong, 24th January, 1900. [12]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on Deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of 100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4% PER annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

T. JACKSON,
Chief Manager.

Hongkong, 1st August, 1895. [13]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.

SHANGHAI Taels.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.
Branches and Agencies—PEKING, PENANG, SINGAPORE, SWATOW, TIENTSIN, HANKOW.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sends Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS:
3% per Annum Fixed Deposits for 3 months.

4% " " 6 " E. W. RUTTER,
Acting Manager.

Hongkong, 1st February, 1900. [14]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000

RESERVE LIABILITY OF SHARE-HOLDERS £800,000

RESERVE FUND £500,000

INTEREST ALLOWED on CURRENT ACCOUNT at the rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

5% " " 6 " T. H. WHITEHEAD,
Manager, Hongkong.

Hongkong, 20th May, 1898. [15]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital £1,000,000

Paid up Capital £324,374

HEAD OFFICE—HONGKONG.

Board of Directors—Chan Kit Shan, Esq. D. Gillies, Esq.

Chow Tung Shang, Esq. J. T. Lucas, Esq.

Chief Manager—GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5%
Hongkong, 20th December, 1899. [16]

GREEN ISLAND CEMENT COMPANY, LIMITED.

Portland Cement.

\$4.50 a Cask of 375 lbs. Net ex Factory.

\$2.80 a Bag of 250 lbs.

SHEWAN, TOME'S & CO., General Managers.

Hongkong, 8th February, 1900. [17]

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

(10)

FOR STEAMERS	CAPTAINS	SALE	REMARKS
LONDON, &c., Bengal	S. Barcham	S. GILD	In Feb. Freight or Passage.
JAPAN	Rohilla	S. de B. Lockyer, R.N.R.	About 17th Feb. Freight or Passage.
SHANGHAI	Coromandel	F. W. Vibert, R.N.R.	About 17th Feb. Freight or Passage.
LONDON	Canton	C. F. Lockstone, R.N.R.	About 22nd Feb. Freight or Passage.
SHAI & JAPAN	Java	G. W. Gordon, R.N.R.	About 24th Feb. Freight or Passage.
KOBE	Candia	W. H. Haughton, R.N.R.	About 3rd Mar. Freight only.
MARSEILLES & LONDON	PARRAMATTA	31st March	DIRECT Freight or Passage.
	MASSILIA	14th—April	(Without Transhipment.)

(See Special Advertisement.)

† (Passing through the Irish Sea).

For Further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 8th February, 1900. [18]

IMPERIAL GERMAN MAIL LINE.

(10)

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, AMSTERDAM, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIc PORTS;
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS;

Steamers will call at SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
OLDENBURG	WEDNESDAY, 1st February.
BAUERN	WEDNESDAY, 11th March.
STUTTGART	WEDNESDAY, 1st March.
KONIG ALBERT	WEDNESDAY, 1st April.
WEIMAR	WEDNESDAY, 1st April.
PRINZ HEINRICH	WEDNESDAY, 1st May.
PREUSSEN	WEDNESDAY, 1st May.
HAMBURG	WEDNESDAY, 1st June.
SACHSEN	THURSDAY, 14th June.
OLDENBURG	THURSDAY, 28th June.
BAUERN	THURSDAY, 12th July.
STUTTGART	THURSDAY, 26th July.
KONIG ALBERT	THURSDAY, 9th August.
WEIMAR	THURSDAY, 23rd August.
PREUSSEN	THURSDAY, 6th September.

ON WEDNESDAY, the 21st day of February, 1900, at NOON, the Steamship "OLDENBURG" of the NORDDEUTSCHER LLOYD, Captain H. Prager, with MAIls, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES, GENOA and AMSTERDAM.

Shipping Orders will be granted till NOON on MONDAY, the 19th February, Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 20th February, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 20th February.

Contents of Packages are required. "No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 13th February, 1900. [19]

HONGKONG HOTEL

NEW ROOMS
At Moderate Daily Rates

MUSICAL INSTRUMENTS.

VIOLINS, CELLOS, MANDOLINES, MANDOLAS, GUITARS, BANJOS, GUITARRAS, ZITHERS, CORNETS, TROMBONES, EUPHONIUMS, CLARINETS, &c. LANE, CRAWFORD & Co.

"CLAYMORE."

FINE OLD SCOTCH WHISKY.

SOLE AGENTS—
THE VICTORIA DISPENSARY,
HONGKONG.

25

Intimations.

THE NATIONAL TENSION

THAT THE

RELIEF OF LADYSMITH WILL REMOVE, IS NOTHING TO THE RELIEF YOU WILL EXPERIENCE BY TAKING BALSMIC COUGH LINCTUS.

SOLE PROPRIETORS:

Watkins, Limited,

66, QUEEN'S ROAD CENTRAL, HONGKONG. [20]

[16]

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN

HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,

FOR THE

UNITED ASBESTOS CO., LTD., LONDON,

CONTRACTORS TO H.M. GOVERNMENT.

MANUFACTURERS OF THE

Best Qualities of ASBESTOS GOODS and PACKINGS.

HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.

"VICTOR" METALLIC BOILER JOINTS.

ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.

ESTIMATES given for every DESCRIPTION of WORK.

CHIEF SUPERINTENDENT THOMAS SKINNER.

SUPERINTENDENT ARCHIBALD RITCHIE.

DODWELL & CO., LIMITED, General Managers.

[21]

PEAK HOTEL

AND

CRAIGIEBURN.

THE PEAK HOTEL is situated at VICTORIA GAP, adjoining the TRAMWAY TERMINUS, 1,350 feet above sea level.

CRAIGIEBURN is situated at PLUNKETT'S GAP, five minutes walk from the PEAK HOTEL.

To-day's Advertisements.

HONGKONG JOCKEY CLUB.

RACE MEETING, 1900.

TUESDAY, WEDNESDAY & THURSDAY,
the 20th, 21st and 22nd February.

TICKETS of ADMISSION to the GRAND STAND and ENCLOSURE may be obtained from Messrs. KELLY & WALSH, LTD. PRICE \$5 for the Meeting.

TICKETS for the Day may be purchased at the Gate; PRICE \$2 each.

No one admitted without a Ticket, to be shown to the Ticket Inspector at the Gate.

T. F. HOUGH,
Clerk of the Course.

Hongkong, 14th February, 1900. [205b]

INSURANCE HOLIDAYS.

HONGKONG RACES.

THE Undermentioned INSURANCE OFFICES will be CLOSED for the Transaction of Public Business, at 11.45 A.M., on TUESDAY, WEDNESDAY and THURSDAY, the 20th, 21st and 22nd instant.

JARDINE, MATHESON & CO.,
General Agents,
CANTON INSURANCE OFFICE, LTD.
and.General Managers,
HONGKONG FIRE INSURANCE CO.,
LIMITED.DOUGLAS JONES,
Secretary,LONDON INSURANCE SOCIETY OF
CANTON, LTD.W. H. PERCIVAL,
Agent,

NORTH CHINA INSURANCE CO., LTD.

H. P. WADMAN,
Acting Secretary,CHINA TRADERS' INSURANCE CO.,
LIMITED.SHEWAN TOME'S & CO.,
Agents.YANGTZE INSURANCE ASSOCIATION,
LIMITED.GEO. L. TOLIN,
Secretary,

CHINA FIRE INSURANCE CO., LTD.

Hongkong, 14th February, 1900. [206b]

To-day's Advertisements.

HONGKONG JOCKEY CLUB.

THE STEWARDS request the pleasure of the presence of the LADIES at the GRAND STAND and ENCLOSURE during the Races on the 20th, 21st and 22nd instant.

An Enclosure will be reserved for Members and Members' Wives and Families, Tickets for which may be had on Application by Members to the Undersigned: Said Tickets must be produced to gain Admission.

T. F. HOUGH,
Clerk of the Course.

Hongkong, 14th February, 1900. [205b]

HONGKONG JOCKEY CLUB.

NO SERVANTS will be allowed inside the ENCLOSURE of the RACE-COURSE during the Race Day without Tickets, which can be had on Application to the Undersigned.

T. F. HOUGH,
Clerk of the Course.

Hongkong, 14th February, 1900. [205b]

LOCAL AND GENERAL.

WEATHER REPORT.

The Observatory report says—

On the 14th at 11.55 a.m. the barometer has risen a little on the E. coast of China. Pressure is highest over N. China, lowest in a slight depression which seems to be moving N.E. to the S. of Japan. Gradients slight, with moderate monsoon on the coast and in the N. part of the China Sea. FORECAST.—Moderate E. winds; cloudy, misty.

RACING NOTES.

The coming meeting promises to be a good one both as regards entries and attendance and the presence of the fleet and foreign warships now in port should greatly add to the appreciation of the sport. The entries this year are good, as will be seen by the following list for the first day.

Race.....Entries.

Wong-nai-chong Stakes 2

Victoria Stakes 17

Maiden Stakes 22

Valley Stakes 26

Fonchow Cup 19

Hongkong Derby 25

Lusitano Cup 21

Companions' Cup 26

Hongkong Club Cup 18

Encouragement Stakes 25

Bonito, coming up from the southward, got into a soft patch.

Iris was first round the rocks, followed closely by Gloria, with Bonito well up, the rest having got badly left off North Point, being a considerable distance behind. It was almost a close-hauled fetch to the Kowloon rocks, but as the mark was approached the wind broke the yachts off, and a short board was necessary to round the mark. Here Bonito, which had been sailing somewhat faster in the light wind and favoured by a friendly puff, caught Iris, both yachts having out-sailed Gloria in the light wind. Iris went under Bonito's stern to get the weather berth on rounding. On rounding spinakers were set to starboard and Iris ran into first place again. The yacht dragged slowly down to Hinglun Point where Bonito was caught by Maid Marian, which with most of the others had run up with a little better air.

Iris shaped a course across the mouth of Hunghom Bay for the Police Pier, most of the others going outside her where they did not fare so well, except Meteor, who took an outside course, which brought her into second place.

At the Police Pier Iris was hung up for a time before she caught a new wind from the North-west, and Meteor, Erica and Gloria got very close to her.

It was now a few minutes after 5 p.m. and the others going outside her where they did not fare so well, except Meteor, who took an outside course, which brought her into second place.

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At the Police Pier Iris was hung up

military forces—first, at Strasburg; second, at Boulogne; and third, at Sedan.

The closing stage of the Russo-Turkish campaign of 1877-78 was marked by the following curious incident, in the shape of an extraordinary though natural phenomenon. During the weeks that intervened between the signing of the Treaty of San Stefano and the meeting of the Berlin Congress, the Russian troops were encamped in front of Constantinople which they anticipated entering in triumph immediately. One day, however, looking in the direction of the Black Sea, there appeared in the sky a marvellous "fata morgana" counterfeiting fortifications. What were they? Certainly not those which the Turks had hastily raised to protect the capital. The mystery was solved by an officer, who knew the place well pronouncing the mirage to reflect the still ruined remains of the fortifications of Sebastopol; and as these were about 38 miles distant the extraordinary nature of the reflection may be imagined. This phenomenon, however, was received by the superstitious Russian soldiery as an evil portent, for Sebastopol remained officers and men of British hostility, and it was known to all that British statesmen were now doing their best to override the provisions of San Stefano, in order to prevent a Russian occupation of Constantinople. Neither was the presentiment of coming disappointment falsified, for as the mirage faded from the sky a dull booming noise was heard to several. It was the guns of the British fleet saluting the forts in the Dardanelles, and proving that the words of the famous Jingo song, "The Russians shall not have Constantinople," were no empty boast.

At the battle of Pingyao, September, 1874, the day turning out wet, the Chinese troops created much amusement by going into action equipped with gaily-coloured umbrellas of familiar pattern. These, of course, offered a splendid target for the Japanese bullets, and thanks to them, moreover, the evolutions of the Chinese generals, however bad his "staff" umbrella—it is corresponded with his rank—ridited by bullet early in the fight; and regarding this an onset signifying that the gods did not intend favouring him with victory on this particular day he calmly withdrew his division from the field. It is a pity to spoil a good story, but all through the campaign the vanquished leaders proved themselves to be such firm believers in the adage, discretion is the better part of valour, that the other in question would probably have retired in any case.

The fact, remains, however, that in civilised as well as uncivilised countries, a season of misfortune is always the harvest time of superstition; and the lot of a troubled State soon becomes thick with signs and prognostication. In time of war, especially, everybody is ready to assume the role of augur or interpreter of dreams, while among the community generally every event is hailed as a bright or a black one.—*The Globe*.

THE COMING CANAL.

The wire announcing the conclusion of the Treaty between England and America, by which England released the United States from all the obligations imposed upon her in connection with any canal uniting the Atlantic and Pacific oceans by the Clayton-Bulwer Treaty, closely rather complicated chapter in the history of the diplomatic intercourse between the two countries and gives a final answer to questions in debate between the Cabinets of Washington and St. James for over two generations, and which must have in any case found a definite answer with in a very few years, and in a fashion not so great to our interest or to our credit as the present arrangement.

The Clayton-Bulwer Treaty was concluded in 1850 and it is proposed to regulate the relative right and duties of the two governments in relation to any Ship Canal to be at any time thereafter constructed between the two oceans by way of the river of S. Juan de Nicaragua and the lake of that name or of Mangum or by any other route.

The principal provisions of the treaty were that the canal should be under the joint control of the two contracting States, that neither should attempt to secure exclusive control of it, that no fortifications should be erected on or in its vicinity that in the event of war merchant shipping in it was to be exempt that no differential charges to the disadvantage of either State were to be imposed, and that other Powers were to be invited to join in the arrangement "for the general benefit of mankind." As only the broad general principle of neutrality was affirmed, it was further agreed that the provisions of the treaty should be applied to any other route whether by canal or rail that should be decided upon.

England and America being then practically the only two Powers which would enter into such a stupendous undertaking with any hope of success it seemed certain that the desirable object of neutrality—the freedom and neutrality of the canal—was assured.

It was at that time thought that the canal would be constructed forthwith, but nearly sixty years have elapsed and the work still remains to be done.

The present treaty consists of a single waiver of England's rights of joint control and gives America a free hand in the matter. It would be interesting to know whether any definite design is entertained of forthwith proceeding with the construction of the canal or whether this step has been taken by America in pursuance of her expressed purpose of being the sole dominant power in matters relating to the Western World.

A Company has recently been formed in America for the purpose of taking over the Panama Canal and a Special Commission appointed by the President, has recently reported on the Nicaragua route, but it may be some years yet before any commencement is made on either project by the United States, but sooner or later the Canal is sure to be constructed.

In any case it is settled now beyond a question that the Canal whenever constructed, is to be in entirely American hands and the sooner England makes up her mind to withdraw altogether from the West Indies, the more perfect and the more cordial will be our relations with our children of the United States.

THE GERMAN NAVY BILL.

The policy of the German Navy Bill must have been decided on, and we should imagine even its clauses drafted before the war broke out in South Africa. Governments do not make up their minds to take a new departure, involving large taxation, in a night or even a month. It seems therefore absurd to suppose that either the Bill, or Count von Bülow's speech had any special reference to the military events of the last few days. Count von Bülow, and his colleagues are old enough, parliamentary hands to make it appear as if an addition to the German navy was imperatively demanded by the events in the Transvaal. Count von Bülow refers to England and the war were a model of diplomatic ambiguity and correctness. "No one can say," declared the German Foreign Secretary, "no one can predict what the consequence will be of the war which has set South Africa in flames during the last few weeks," and a second time he alluded to the war in South Africa which has already affected

our interests." In other words, Count von Bülow told the Reichstag that he was not sure whether England was going to annex the whole of South Africa, or whether she was going to be beaten out of the country by the Boers; but that he believed Germany to be prepared with a bigger navy, for either event. We cannot complain of the German Ministry using the Transvaal war as an argument for a larger navy in view of a possible partition of territory, nor can we object to the studiously courteous language in which these hints were conveyed to the German nation. The only unpleasant thing for us is that recent events should have made it possible to seriously speculate upon the result of the war. A very interesting speech was made the following day by Herr Bebel, the leader of the Social Democrats in the Reichstag, who failed to see what connexion the South African war had with the German navy—"If England should be defeated in that war its position as a world-power will not be shaken, and there is no need for us to sharpen our claws in order ultimately to enter upon the inheritance of the British Empire. The defeat of England will have consequences of an entirely different nature. The English people will come to the conclusion that their military system is a mistake and will adopt the militia system." It is impossible that England should be defeated in South Africa, but Herr Bebel's judgment of what the English people would do if they were defeated shows a profound and original mind. It is moreover what the English people will do, after they have beaten the Boers.—*Saturday Review*.

ARMOURED TRAINS.

It is probable that the Franco-Prussian war was the first campaign in which protected trains and locomotives were used on the field of battle. In the various sorties from Paris the French troops were frequently assisted by the fire of light field pieces carried on cars, and when the communists were holding the capital against the troops at Versailles, an armed train operated upon the railway in the direction of Chateau Breux and is said to have achieved its object in silencing the batteries in that position.

Captain Fisher's armoured train was used during the first stages of the campaign against Arbil. It was built at Alexandria by a party of blue jackets, and was composed of a locomotive and a number of trucks protected by iron rails, iron plates and sandbags. The engine was placed in the middle of the train, while a Nordenfelt machine gun was mounted on the leading protected truck and a 10 pounder on the next. The latter could be means of a small crane carried with the train be quickly mounted and dismounted, one minute sufficing to hold the leading of the train to remount and fire the gun. Two empty trucks were run in front to explode any mines which might have been laid. The cars behind the engine conveyed a detachment of skirmishers. Since that time France and Germany have recognized specially constructed armoured trains as formidable units of fighting equipment, but none are as complete as that possessed by the First Suisses Artillery Volunteers of England, which has perhaps the most complete train of its kind in the world. The truck was specially constructed for the gun which is mounted on an ordinary field carriage and consists of a turn-table pivoted on the center so that it can be turned in any direction. The gun detachment is protected by a pitting 6 feet high around three of the sides. The gun is fired through an opening, and the recoil is checked by a hydraulic buffer on its own carriage. By an ingenious arrangement of cross guides it can be run out and supported on blocks, and a broad base may be obtained for the trucks when the gun is fired at right angles to the rails. To insure stability the truck can be secured to the rails by strong screw clips. The remainder of the train is made up of an ordinary locomotive and two steel-plated vans conveying a Maxim gun, the men, horses and the projectiles.

SCENES IN KLONDIKE.

THE ADVENTURES OF TWO LADIES.

Professor Heslop, with his intimate technical knowledge, has thrown much light on the physical conditions of the northern goldfields, and Mr. Garland has dwelt on their romantic side "in prose and verse"; but Mrs. M. E. Hitchcock in her book entitled "Two women in the Klondike," says an interviewer in the *Daily Chronicle* gives a gossipy and readable narrative of the daily life of two adventurous ladies in their journey to and from the "golden city" in the summer of 1898.

In a prefatory note we are told that Mrs. Hitchcock, who, with Miss Edith Van Buren, braved all the hardships and dangers of a journey to the Klondike, is the widow of the late Commander R. D. Hitchcock, of the United States Navy, and that she is "descended from Lord Fitz Gerald," while Miss Van Buren is a grandniece of President Van Buren."

Accompanied by a couple of "Great Danes," a parrot, some pigeons, and a canary, these two ladies, born and reared in luxury and refinement, set out for Dawson by way of the Lower Yukon. Having reached St. Michael's several weary days were spent awaiting transference to the river steamer. There trouble began. The "river steamer" was nothing more than a barge. "The dogs were crowded into the pilot house, leaving room only for the man at the wheel; the parrot was scolded at being disturbed, the pigeons were frightened, and fighting each other; only the canary was contented, and continued to sing merrily." But there was no lack of beautiful scenery en route. Mountains and relays of mountains, narrow gorges, rapids, all that is most wild and picturesque."

Mosquitoes at times were a sore affliction; in fact one minor declared "They've bitten me till I don't need no collar button, for there's plenty of bumps in the right place." After passing through the sub-Arctic wilderness for so many days, it comes as a strange surprise to find at your northern destination scenery more grand than anything that had gone before, and multitudes of people thronging the wharves.

Having pitched their tent—the largest ever seen in Dawson—with the aid of kindly disposed miners, the two ladies proceeded to "do the town."

"We were first escorted to the dance hall of the place and slipped through a private entrance into a box that was curtained, so that we were free from observation, while able to see all that took place. Nothing could have been more highly proper than the dancing, which consisted of waltzes, polkas, and military schottisches interspersed with occasional square dances which seemed more like caledonians than lancers or quadrilles. The girls, as they were called, seemed to be between twenty-five and thirty years of age. According to the rule of the house, drinks at one dollar each must be ordered after every dance. In case the girl does not care to drink, her partner gives her a check, which she is allowed to cash in later, receiving twenty-five cents from the proprietor of the dancehall."

Mrs. Hitchcock and her fellow traveller have nothing but praise for the genial kindness, respect, and helpfulness of the miners they came in contact with. On one occasion—

"I stopped to take a group of one or two of the future Klondike millionaires, telling them

of my pleasure in having such good neighbours, a feeling which they reciprocated to such a degree that they offered me the position of lady mayor, saying that I should be voted in by acclamation, and practised dire vengeance on anyone who should dare oppose their decision. Quite elated at the prospect, I confided the plan to E., who immediately dashed my hopes by saying, 'How can an American hold office on Canadian territory!'

The return to "civilisation" was accomplished by way of the White Pass, and there hardships awaited the ladies. In describing the most difficult part of the passage, Mrs. Hitchcock says—

"Each rock or stone upon which we tried to depend immediately proved treacherous, slipped and rolled until we heard the thud far below. Slipping, sliding, sitting down at times while feeling for something solid, we gradually descended, holding our breath and making no sound from very terror. The bottom was finally reached; then began a scramble, pulling, slipping over the rocks, until at length, with a feeling of the utmost satisfaction and relief, we were on the other side. Thank the Lord, we've accomplished the terrible White Pass, and our tramping is at an end for everyone! We wouldn't have missed it for the world; neither would we do it again!"

Many photographs were taken by the authress and her companion and they are well arranged to illustrate the text. A map is also provided. By a short study of the latter Mrs. Hitchcock might have avoided in her title page the blunder of describing the Klondike as "a goldfield of Alaska."

MILLIONAIRES OF 1899.

Among the wills reported in the past year in England there have been seven which disposed of more than £1,000,000 each, with a total valuation of £1,000,000.

Eleven other estates between £500,000 and £1,000,000 each have been repudiated, with an aggregate of £7,000,000, and nine more between £500,000 and £1,000,000 each aggregating £2,000,000, making up a total of £12,000,000 left by twenty-one testators. Among last year's dead millionaires were John Gresham and Richard Rothschild, both members of the firm of Bass, Gresham & Gresham, brewers. The former left nearly £500,000, Baron Ferdinand Rothschild M.P., left just under a million and a half.

The late Duke of Westminster is reported to have said that the whole of the estate in London and elsewhere of which he was tenant for life would probably be valued for probate at nearly £12,000,000. It does not, however, follow that estate duty will be now payable upon any such amount as this.

THE FRENCH NAVY.

The late Minister of Marine in France, M. Lockroy, continues his efforts to induce his countrymen to create a great fleet. He recently told an interviewee from the *Figaro* that the English were twice as strong as the French, and could "quite by themselves face French and the Triple Alliance at sea." They have coaling stations all over the globe, while, as was seen when the Fashoda incident occurred, the French possess none; their ports in Tunis and Corsica and at Bizerte being totally unprepared. Even Brest was unready, only fifty-two of the two hundred and fifty guns required for the defence of that great arsenal being ready for use. How much of this un-readiness is owing to corruption M. Lockroy did not say, but we can remember that when some years ago an emergent order was sent to Toussaint to despatch a squadron to the East it was found that the depots were without biscuits. It is the supply departments in France which want overhauling, and that by men without either energy or fear. French captains are scientific, and French ships splendidly built, but the nation cannot be induced, except at moments, to keep watchful eyes upon the Navy. It is the favorite service of well-born men who do not love the Republic, but the men are obtained by conscription, and if the Fleet were greatly increased they would not have the instinctive habits of seamen. Fishermen make good sailors, but the supply of fishermen has limits.

A GERMAN RAILWAY.

The Germans are greatly delighted at the concession of the railway from Smyrna to Bagdad to their syndicate and congratulate both their own Emperor and the Sultan upon their acumen. The concessionaries have already obtained large promises of help from French financiers, and expect also English assistance, though they would, it is reported, gladly do without the latter. There is no hurry. When the railway is built the share will pass, like those of the Suez Canal, into British hands, and as most of the traffic will be British also, British interests are sure to be considered. We should not be much concerned if they were not. The intervention of Germany in Turkey will keep out Russia, where they are already saying that forty thousand men must be added to the army always encamped upon the frontiers of Armenia, just as a hint to the Sultan that he has friends other than William II. With Britain and Germany both in the Gulf of Persia the Russian Fleet, if it ever gets there will be a much less formidable apparition. The worst point for British trade is that the German syndicate in its eagerness for dividends may put on prohibitory charges both for goods and passengers. The sea competes for the former, but time is so important an element in long journeys that passenger steamers are heavily handicapped by any railway.

Wednesday, 14th February, 1900.

Chinese—15th of 1st month of 26th year of K'uang-sui.

Sun-Rises 6hr. 35min.

Sat-Sets 5hr. 55min.

High water—Morning 10hr. 30min.

Afternoon 9hr. 30min.

Low water—Morning 3hr. 30min.

Afternoon 2hr. 30min.

ANNIVERSARIES.

1797—Battle of St. Vincent.

1843—The thanks of Parliament voted to the British forces in China and India.

1872—The Tung Wa Hospital, Hongkong, opened.

1879—Loss of the steamer *Taiwan* in the Formosa Channel.

1891—Seven of the *Namoa* pirates beheaded at Kowloon City.

TO-DAY.

WEATHER REPORT.

On date at 4pm.

Barometer 30.14 30.03

Temperature 62 62

Humidity 78 81

Rainfall 1.76

TO-DAY.

WEATHER REPORT.

On date at 4pm.

Barometer 30.14 30.03

Temperature 62 62

Humidity 78 81

Rainfall 1.76

ANNIVERSARIES.

1641—Hongkong and Shanghai declared free ports.

1874—The ship *Columbia* burnt in Hongkong harbour.

1884—Telegraph cable between Japan and Korea opened.

1885—The Chinese ships *Yu-yuen* and *Chin-cheng sun* by the French in Sheipu harbour.

1896—Fall of snow at Fauchow.

1897—King George of Greece forcibly intervened in Cretan affairs.

1898—U.S. battleship *Massachusetts* blown up in Havana harbour.

H.M.S. *Victorious*, went aground at Suez.

AGENDA.

TO-DAY.

Cargo ex steamer *Sado Maru* subject to rent.

H.K.C.V. ORDERS.

5 p.m. to 6 p.m.—Band Practice for Unenrolled Drummers.

6 p.m. to 7 p.m.—Band Practice.

TO-MORROW.

Cargo ex *Buenaventura* subject to rent.

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Intimations.

**NAVY CONTRACT,
1900-1901.**

SEALED TENDERS, in Duplicate, will be received by the VICTUALLING STORE OFFICER, H.M. VICTUALLING YARD, until NOON, on TUESDAY, the 27th instant, for the Undermentioned Articles:-

Biscuit. Raisins.
Soft Bread. Rice.
Flour. Milk Condensed.
Fresh Beef. Fresh.
Vegetables. Sugar, and
Potatoes. Sennet Hats.

Printed Forms of Tenders and further Particulars are to be obtained at the VICTUALLING STORE OFFICER'S OFFICE.

The right to reject the lowest or any Tender reserved.

HONGKONG VICTUALLING
YARD.
Hongkong, 13th February, 1900. [155]

**THE PUNJOM MINING COMPANY,
LIMITED.**

NOTICE is hereby given that at a MEETING of the Board of Directors of the Company, held at the Company's Office, No. 9, Priva Central, Victoria, Hongkong, on Monday, the 29th day of January, 1900, the following Resolution was passed:-

That a CALL of One Dollar per Share upon all the holders of Ordinary Shares in the above Company in respect of all the Shares held by them in the above Company be and the same is hereby made. Such Calls to be paid to the Company at their Banks, the HONGKONG AND SHANGHAI BANKING CORPORATION, at their Premises, Queen's Road Central, Victoria, Hongkong, on or before the 3rd day of March, 1900.

And Notice is also given that in accordance with Article 24 of the Company's Articles of Association, interest will be charged as from the said 3rd day of March, 1900, at the rate of \$10 per centum per annum, upon all calls remaining unpaid after the said 3rd day of March, 1900, up to the actual date of payment of the same.

Shareholders are particularly requested to note that upon presentation at the office of the Company of the Bankers' receipt for payment of the call together with the certificate of the shares in respect of which the call has been paid, an endorsement to that effect will be made upon the certificate.

By order of the Board of Directors,

W. H. GASKELL,
Secretary.

Hongkong, 30th January, 1900. [156]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF YEARLY MEETING of the SHAREHOLDERS in this Corporation, will be held at the CITY HALL, Hongkong, on SATURDAY, the 17th day of February, at NOON, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1899.

By order of the Court of Directors,

T. JACKSON,
Chief Manager.

Hongkong, 24th January, 1900. [156]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the Registers of Shares of the Corporation will be CLOSED from SATURDAY, the 3rd to the 17th day of February, (both days inclusive), during which Period NO Transfer of Shares can be registered.

By order of the Court of Directors,

T. JACKSON,
Chief Manager.

Hongkong, 21st January, 1900. [156]

HONGKONG AND WHAMPOA DOCK CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING of SHAREHOLDERS will be held in the OFFICES of the Company, Queen's Buildings, New Praya, on MONDAY, the 26th February, 1900, at 3 o'clock P.M., for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1899.

The TRANSFER BOOKS of the Company will be CLOSED from the 12th to 26th February, both days inclusive.

By order of the Board of Directors,

THOS. I. ROSE,
Secretary.

Hongkong, 30th January, 1900. [157b]

**THE CHINA-BORNEO COMPANY,
LIMITED.**

NOTICE TO SHAREHOLDERS.

THE FIRST ORDINARY YEARLY MEETING of SHAREHOLDERS in the above Company will be held at the OFFICES of the Company, No. 4, Queen's Buildings, on WEDNESDAY, the 26th day of February, at 12 o'clock (NOON) to receive a Statement of Accounts to the 31st December, 1899, and the Report of the Manager and Consulting Committee and to elect a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to 26th instant, both days inclusive.

J. WHEELEY,
Manager.

Hongkong, 12th February, 1900. [158]

HONGKONG FIRE INSURANCE CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-FIRST ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company, will be held at the OFFICES of the Company, Pedder's Street, on THURSDAY, the 1st day of March, 1900, at 12 o'clock (NOON), to receive a Statement of Accounts to the 31st December, 1899, and the Report of the General Manager, and to elect a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th February to the 1st March, both days inclusive.

JARDINE, MATHEWS & Co.,
General Managers.

HONGKONG FIRE INSURANCE CO., LIMITED.

Hongkong, 30th January, 1900. [159b]

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE THIRTY-FIRST ORDINARY MEETING of SHAREHOLDERS in the Company will be held at the COMPANY'S OFFICES, No. 3, Queen's Road Central, Victoria, on THURSDAY, the 8th March, at 12 o'clock (NOON), for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1899.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd instant to the 8th March, both days inclusive.

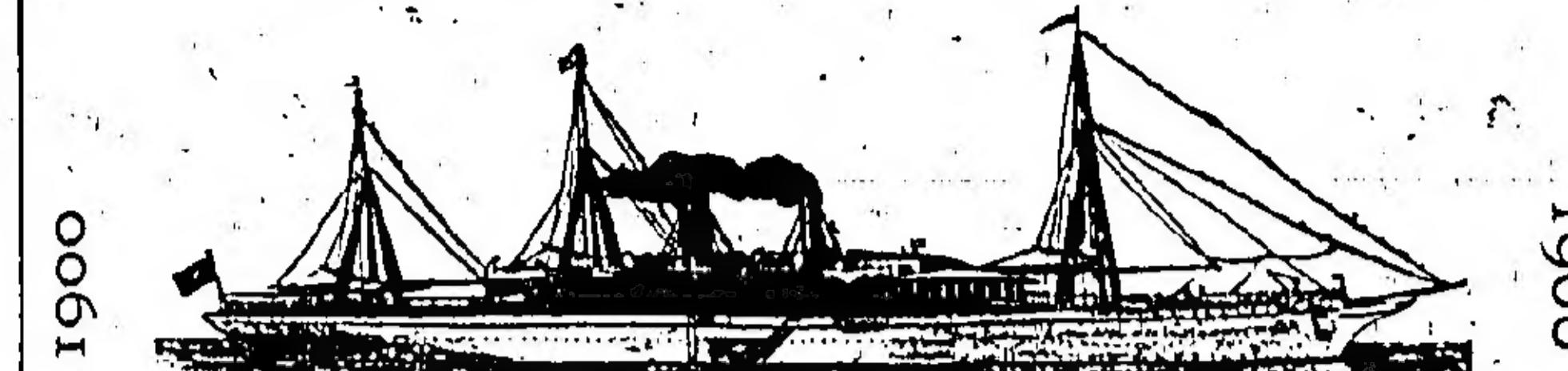
By Order,

GEO. L. TOMLIN,
Secretary.

Hongkong, 9th February, 1900. [158b]

Mails.

**CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.**



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horsepower—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R. ...WEDNESDAY, 14th March.
EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 4th April.
EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R. ...WEDNESDAY, 25th April.

THE magnificient Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passenger Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROOKS, General Agent, Todd's Street, Hongkong, 14th February, 1900.

**CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.**

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.



**PROPOSED SAILINGS FROM HONGKONG
TO SAN DIEGO AND SAN FRANCISCO,
VIA INLAND SEA OF JAPAN AND
HONOLULU.**

Taking Cargo and Passengers to JAPAN PORTS and HONOLULU, THE UNITED STATES, & HONOLULU.

ALLEGED KING...about 1 Feb. 21

Thyra...about 1 Mar. 6

Lady Foley...about 1 Mar. 31

THE Steamship

"BELGIAN KING"

Captain S. Barham, carrying Her Majesty's Mails, will be despatched from this Port for BOMBAY, &c., on SATURDAY, the 17th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Tramship.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent, Hongkong, 3rd February, 1900.

**OCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.**

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

BUTTERFIELD & SWIRE, Agents, Hongkong, China and Japan.

Hongkong, 10th February, 1900. [158]

THE NORTHERN PACIFIC
STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG:

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

ALSO FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Hongkong, 12th February, 1900. [159b]

HONGKONG FIRE INSURANCE CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-FIRST ORDINARY MEETING of SHAREHOLDERS in the above Company will be held at the OFFICES of the Company, Pedder's Street, on THURSDAY, the 1st day of March, 1900, at 12 o'clock (NOON) to receive a Statement of Accounts to the 31st December, 1899, and the Report of the General Manager, and to elect a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to 26th instant, both days inclusive.

J. WHEELEY,

Manager.

Hongkong, 12th February, 1900. [159b]

HONGKONG FIRE INSURANCE CO., LIMITED.

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JARDINE, MATHEWS & Co.,

General Managers.

HONGKONG FIRE INSURANCE CO., LIMITED.

Hongkong, 30th January, 1900. [159b]

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-FIRST ORDINARY MEETING of SHAREHOLDERS in the above Company will be held at the OFFICES of the Company, Queen's Street, on THURSDAY, the 1st day of March, 1900, at 12 o'clock (NOON) to receive a Statement of Accounts to the 31st December, 1899, and the Report of the General Manager, and to elect a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th February to the 1st March, both days inclusive.

By Order,

GEO. L. TOMLIN,

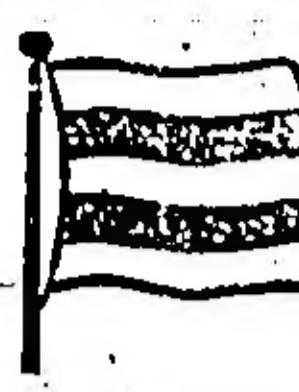
Secretary.

Hongkong, 9th February, 1900. [158b]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

KOSAI MARU...{ AMOY, SHANGHAI, CHEMULPO { TO-MORROW, 15th Feb., at J. Nagao...{ and NAGASAKI...{ Daylight.

HIROSHIMA MARU...{ KOBE and YOKOHAMA { 4 P.M.

WAKASA MARU...{ MARSEILLES, LONDON & ANT- { FRIDAY, 23rd Feb., at J. B. MacMillan...{ COLONBO and PORT SAID...{ Daylight.

KASUGA MARU...{ MANILA, THURSDAY ISLAND { E. W. Haswell...{ TOWNSVILLE, BRISBANE, OPORTO, { SYDNEY and MELBOURNE...{ 4 P.M.

FUTAMI MARU...

Intimations.

CARBO LINUM AVENARIUS
USED FOR OVER 20 YEARS.
With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

SOLE AGENTS for China,
LÜTGENS, EINSTMANN & Co.,
Hongkong, 11th September, 1866.

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL
BILIOUS AND NERVOUS DISORDERS
SUCH AS
SICK HEADACHE, CONSTIPATION,
WEAK STOMACH,
IMPAIRED DIGESTION,
DISORDERED LIVER,
AND FEMALE AILMENTS.
ANNUAL SALE SIX MILLION BOXES.
50 CENTS PER BOX.

Prepared only by the Proprietor:
THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS for HONGKONG and the
EMPIRE OF CHINA:
WATKINS & CO.

APOTHECAIUS' HALL, 66, Queen's Road
Central, Hongkong.

THE NEW FRENCH REMEDY.

THE THERAPION.

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpuere, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2, for impurity of the blood, scurvy, pimples, spots, blisters, pains and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.

THERAPION may be procured of the principal Chemists and Merchants throughout the world. Price in England £10 and £16. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila.

The Share Market.

LATEST QUOTATIONS.

(February 14th.)

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	\$125	333% premium
The Bank of China & Japan, Limited—(Preference)	\$5	Nominal
The Bank of China & Japan, Limited—(Ordinary)	\$4	£1 buyers
The Bank of China & Japan, Limited—(Deferred)	\$1	£5.5 buyers
National Bank of China, Ltd.—Do. Founders—	\$8	£26
Marine Insurances.	\$1	£20
Union Ins. Society of Canton, Ltd.	\$50	\$235
China Traders' Ins. Co., Ltd.	\$25	\$56
North China Ins. Co., Ltd.	\$25	Tls. 180
Yangtze Ins. Assoc.	\$60	\$117½ buyers
Fire Insurances.		
Hongkong Fire Ins. Co., Ltd.	\$50	\$335
China Fire Ins. Co., Ltd.	\$20	\$89½
Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Limited	\$15	£29½
Indo-China Steam Navigation Co., Ltd.	\$10	£88
China & Manila S.S. Co., Ltd.	\$50	\$100
Bonaries.		
Cham Sugar Refining Co., Ltd.	\$100	\$120
Luzon Sugar Refining Co., Ltd.	\$100	\$47
Mining.		
Punjab Mining Co., Ltd.	\$6	£5.75
Punjab Mining Preference Shares	\$1	£1.30
Ministére Français des Charbonnages du Tonkin	\$10	£10 buyers
China Mutual S. N. Co., Ltd.—(Ovary)	\$10	£10
Star Ferry Co., Ltd.—"Shell" Transport & Trading Co., Ltd.	\$5	£5
Trading Co., Ltd.	\$100	£250
EXCHANGE.		
Hongkong, 14th February.		
ON LONDON, Telegraphic Transfer.		
Bank Bills, on demand	1/11	
Credits, 4 months' sight	1/11/11/16	
"D"ments, 4 months' sight	1/11/15/16	
ON BERLIN, (demand)	M. 2.00	
ON PARIS, Bank Bills, on demand	2.45	
Credits, 4 months' sight	2.50	
ON NEW YORK, Bank Bills, on demand	4.78	
Credits, 30 days' sight	4.82	
ON BOMBAY, Telegraphic Transfer		
On demand	144	
ON SHANGHAI, Telegraphic Transfer		
Private, 30 days' sight	73½	
ON YOKOHAMA, T.T.	4 per cent prem.	
Sovereigns, Bank's Buying Rate	\$10.25	
Gold Leaf 100 taels, per tael	53.30	
Ba Silver	27.716	
Dollars	24 per cent prem.	
VESSELS IN PORT.		
Steamers.		
ANCONA, British steamer, 1,288, W. H. Cartes, 9th Feb.—Singapore and Feb., General—P. & O. S. N. Co.		
AYR, British steamer, 1,955, W. H. Gibson, 13th Feb.—Kuching 9th Feb., Coal—Mitsui Bussan Kaisha.		
CANTON, British steamer, 1,100, S. Wilde, 9th Feb.—Java 29th Jan., Sugar—Jardine, Matheson & Co.		
CEREDA, British steamer, 1,603, L. Johnson, 12th Feb.—Singapore 2nd Feb., Case Oil—Jardine, Matheson & Co.		
DAPHNE, German steamer, 1,922, Th. Nissen, 31st Dec.—Kuching 26th Dec., Coal—Siemens & Co.		
GERMANIA, German steamer, 1,174, A. Müller, 10th Feb.—Java 30th Jan., Sugar—Jebens & Co.		
HAICHING, British steamer, 1,267, W. Davis, 13th Feb.—Faoohow 10th Feb., Amoy 11th and Swatow 14th, General—Douglas, Lapraik & Co.		
HATING, French steamer, 705, Basa, 12th Feb.—Haiphong and Hanoi 11th Feb., General—A. R. Mart.		
HINSHANG, British steamer, 1,536, M. Crockett, 11th Feb.—Java 31st January, Sugar—Jardine, Matheson & Co.		
HIOHIOU, French steamer, 509, J. C. Gerard, 10th Feb.—Pakhoi and Hiohiou 9th Feb., General—A. R. Mart.		
HOLESTIA, German steamer, 2,166, T. Bahle, 10th Feb.—Moj 4th Feb., Coal and General—Carlowitz & Co.		
HOLSTEIN, German steamer, 985, C. Ipland, 12th Feb.—Saigon 6th Feb., Rice—Jebens & Co.		
HONGKONG, French steamer, 739, Bastian, 27th Dec.—Haiphong and Hiohiou 26th Dec., General—A. R. Mart.		
HONGKONG MARU, Japanese steamer, 3,385, W. E. Filmer, 12th Feb.—San Francisco 16th Jan., via Honolulu 2nd, Yokohama 4th Feb., Kobe 5th, Nagasaki 7th, and Shanghai 10th, Mails and General—J. S. Van Buren.		
KONO BENG, British steamer, 862, F. W. Joslin, 12th Feb.—Saigon 7th Feb., Rice and Paddy—Butterfield & Swire.		
MACDOVIL, British steamer, 1,882, R. Glegg, 13th Feb.—Saigon 8th Feb., Rice—Dowdell & Co., Ltd.		
MAJDZURU MARU, Japanese steamer, 667, T. Ogata, 7th Feb.—Amoy and Swatow 6th Feb., General—Order.		
MEMURRI, British steamer, 1,980, S. J. George, 6th Dec.—Sourabaya and Cheribon 25th Nov., Sugar—Jardine, Matheson & Co.		
PIRA NANG, British steamer, 1,029, A. S. Calder, 10th Feb.—Bangkok 29th Jan., General—Butterfield & Swire.		
PICCIOLA, German steamer, 875, E. Huir, 10th Feb.—Sourabaya 28th Jan., General—Schiess & Co.		
PROSPER, Norwegian steamer, 789, Thorsten, 3rd Feb.—Sourabaya 23rd January, Sugar—Geo. R. Stevens & Co.		
RELIEF, American transport, 3,000, Frank Harding, 13th Feb.—Manila 10th Feb.		
ST. ANDREW'S, Norwegian steamer, 1,971, H. S. Hergen, 10th Feb.—Cardiff 17th Dec., Coal—Orient.		
SUNGKANG, British steamer, 1,025, S. W. Moore, 13th Feb.—Manila 10th Feb., Sugar and Cigars—Butterfield & Swire.		
OPIUM QUOTATIONS.		
Hongkong, 14th February.		
New Patna 950 per chest		
New Benares 977		
New Malwa 950 per picul		
Old Malwa 950/950		
Persian, Oily, cash 60/650 "		
Persian, poor tied 875 "		
(Allowance, taels 16)		
BENJAMIN, KELLY & POTTS, Share Brokers.		
Telegraph Address—"Rialto."		
Telephone No. 148		

VISITORS AT THE HONGKONG HOTEL.

Aitken, Mr. J. H.	Macmillan, Mr. A. C.	TAI CHEONG, German steamer, 828, H. Ahrens, 13th Feb.—Saigon 8th Feb., Rice and Rice-flour—Meyer & Co.
Bailey, Mr. E. L.	Mayston, Mr. H. B.	TAIPEI, German steamer, 1,046, R. Schulte, 12th Feb.—Saigon 7th Feb., Rice—Meyer & Co.
Bailey, Mr. W. S.	McDonald, Mr. John	TSINAN, British steamer, 1,450, O. Anderson, 9th Feb.—Kobe 1st Feb., and Moji 4th, Coal—Butterfield & Swire.
Bartow, Mr. J. N.	McLeod, Mr. & Mrs. E.	VICTORIA, American steamer, 1,992, John Pantan, 29th Jan.—Manila 26th January, Ballast—Dowdell & Co., Ltd.
Barrett, Dr. and Mrs.	Moser, Mr. T. S.	RURIK, Russian flagship, 10,920 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 i.h.p., Capt. Haupt, at Nagasaki.
Blackburn, Com. R. N.	Murphy, Mr. E. O.	SILAHAD, Russian gunboat, 4 guns, 1,200 h.p., Capt. Baronoff, at Nagasaki.
Bottenheim, Mr. and	Neyer, Mr. A. H.	SIVOR VELIKY, Russian battleship, 10,000 tons, 14 guns, 8,500 i.h.p., Capt. Mollas, at Nagasaki.
Brooks, Mr. Franklin	Newton, Mr.	STREIF, Russian gunboat, 4 guns, 1,200 h.p., Capt. Molchansky, at Nagasaki.
Brooks, Mrs. F. W.	O'Connell, Mr. & Mrs.	VLADIMIR MONOMACH, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchimatsu, at Nagasaki.
Burgdorff, Mr. T. F.	J. L.	YURI, Russian gunboat, 1,220 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Nagasaki.
Carter, Mr. J. C.	O'Neill, Mr. J. J.	ZABIAKA, Russian cruiser, 1,220 tons, 20 guns, 2,000 h.p., at Sasebo.
Church, Mr. and Mrs.	Parfitt, Mr. E. H.	FOREI, Russian torpedo boat, 23 tons, 1 gun, 200 h.p., at Sasebo.
Dawson, Comdr. and	Perley, Mr. H. O.	JANUCHI, Russian torpedo boat, 87 tons, 4 guns, 1500 h.p., at Kure.
Do. Founders—	Potter, Mr. E. C.	AKIZUKI, Russian torpedo boat, 150 tons, 15 guns, 1,500 h.p., at Kure.
Marine Insurances.	Reeves, Mr.	AKIZUMI, Russian torpedo boat, 150 tons, 15 guns, 1,500 h.p., at Sasebo.
Union Ins. Society of Canton, Ltd.	Richardson, Mr. G. E.	AKITOSHIMA, Russian cruiser, 1,250 tons, 15 guns, 1,500 h.p., at Manila.
China Traders' Ins. Co., Ltd.	Robins, Mr. S. J.	SIAMI, protected cruiser, 1st class, 2,750 tons, Capt. Shimamura, 24 guns, 8,500 h.p., at Yokosuka.
North China Ins. Co., Ltd.	Rolph, Mr. R. T.	YAKARO, protected cruiser, 1st class, 4,227 tons, 30 guns, 10,000 h.p., at Yokosuka.
Youngtsz Ins. Assoc.	Rouget, Mr.	AKITSUJI, protected cruiser, 1st class, 3,700 tons, 24 guns, 7,120 h.p., at Manila.
	Ryan, R.A.M.C., Lt.-Col.	YAZAWA, protected cruiser, 1st class, 3,700 tons, 24 guns, 7,120 h.p., at Manila.
	Scot, Mr. H. G.	YAZAWA, 3rd class, 1,600 tons, K. Matsumoto, 10 guns, 5,650 h.p., en route Japan.
	Simmins, Mr. H.	TSUKUSHI, 3rd class, 1,380 tons, 12 guns, 2,887 h.p., at Kure.
	Smith, Mr. Gordon R.	YOSHINO, 3rd class, 1,600 tons, 12 guns, 2,887 h.p., at Kure.
	Smythe, Mr. A. J.	YOSHINO, 3rd class, 1,600 tons, 12 guns, 2,887 h.p., at Kure.
	Hamilton	YOSHINO, 3rd class, 1,600 tons, 12 guns, 2,887 h.p., at Kure.
	Thomas, Mr. B.	YOSHINO, 3rd class, 1,600 tons, 12 guns, 2,887 h.p., at Kure.
	servant	YOSHINO, 3rd class, 1,600 tons, 12 guns, 2,887 h.p., at Kure.
	Torrance, Mr. G.	YOSHINO, 3rd class, 1,600 tons, 12 guns, 2,887 h.p., at Kure.
	Tour, Mr. and Mrs. E.	YOSHINO, 3rd class, 1,600 tons, 12 guns, 2,887 h.p., at Kure.
	E. M.	YOSHINO, 3rd class, 1,600 tons, 12 guns, 2,887 h.p., at Kure.
	Vaughan, Mr. H. S.	YOSHINO, 3rd class, 1,600 tons, 12 guns, 2,887 h.p., at Kure.
	Whitlow, Mr. G.	YOSHINO, 3rd class, 1,600 tons, 12 guns, 2,887 h.p., at Kure.
	Waldron, Mr. R.	YOSHINO, 3rd class, 1,600 tons, 12 guns, 2,887 h.p., at Kure.
	Walling, Mr. and Mrs. B. T.	YOSHINO, 3rd class, 1,600 tons, 12 guns, 2,887 h.p., at Kure.
	Jeffreys, Mr. H. N.	YOSHINO, 3rd class, 1,600 tons, 12 guns, 2,887 h.p., at Kure.
	Warfield, Mr. and Mrs. Wain	